

# The Hongkong Telegraph.

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NEW SERIES No. 5041

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WEDNESDAY, JANUARY 3, 1906.

三拜禮

號三月正英曆

330 PER ANNUM.  
SINGL. COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$10,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
E. Goetz, Esq.  
C. R. LEHMANN, Esq.  
G. H. MEDBURGH, Esq.  
A. J. RAYMOND, Esq.  
F. Salinger, Esq.  
E. Shellum, Esq.  
Hon. R. SHAW, Esq.  
N. A. SIBBS, Esq.

CHIEF MANAGER:  
HONGKONG—J. R. M. SMITH.  
SHANGHAI—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent per annum.  
For 6 months, 3 per cent per annum.  
For 12 months, 4 per cent per annum.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 16th November, 1905.

### HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 per cent per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.  
Hongkong, 1st May, 1905.

### DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....\$5,000,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.  
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank).  
Direction der Disconto-Gesellschaft.  
Deutsche Bank.  
Berliner Handels-Gesellschaft.  
Bank fuer Handel und Industrie.  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne.  
Jacob S. H. Stern.  
Norddeutsche Bank in Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCONTO GESELLSCHAFT.  
INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
HUGO SUTER, Sub-Manager.  
Hongkong, 9th September, 1905.

### YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNCALLED....." 6,000,000  
RESERVE FUND....." 9,910,000

### Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO, HONOLULU, SHANGHAI, LYONS, NEWCHANG, AN FRANCISCO, MUKDEN, HOMBAY, PORT ARTHUR, TIENTSIN, CHEFOO, PEKING, DALNY, KOBE, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent per annum on the daily balance.  
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI, Manager.  
Hongkong, 25th September, 1905.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
CAPITAL PAID-UP.....£800,000  
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000  
RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent per annum on the daily balance.  
On Fixed Deposits for 12 months, 4 per cent.  
" " " 6 " " 3 " "  
" " " 3 " " 3 " "  
T. P. COCHRANE, Manager.  
Hongkong, 18th May, 1905.

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.  
CAPITAL AND SURPLUS.....\$10,000,000  
AUTHORISED.....GOLD \$10,000,000  
CAPITAL PAID UP.....GOLD \$3,250,000  
RESERVE FUND.....GOLD \$3,250,000  
HEAD OFFICE: NEW YORK.  
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.  
LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD., BRITISH LINEN COMPANY BANK.  
BRANCHES AND AGENTS ALL OVER THE WORLD.  
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account, and accepts Fixed Deposits at the following rates:  
For 12 months 4 per cent per annum.  
" " " 6 " " 3 " "  
" " " 3 " " 3 " "  
H. PINCKNEY, Manager.  
No. 9, Queen's Road Central.  
Hongkong, 19th September, 1905.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, SUMATRA, About 7th, Freight and MOJI and KOBE, E. W. Bruce, January, Passage.  
LONDON and ANTWERP VIA SINGAPORE, PENANG, CO. PALMA, About 7th, Freight only, LOMBO, PORT SAID and G. W. Cockman, R.M.R., January, Passage.  
MARSEILLE, About 13th, Freight and SHANGHAI, { ARCADIA, About 13th, Freight and A. G. Culbert, R.M.R., January, Passage.  
LONDON, &c., { DELTA, Jan. 13th, See Special C. L. Daniel, Noon, Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 30th December, 1905.

## Intimations.

### LANE, CRAWFORD & CO.

#### HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED

OF

BRASS CURBS, FENDERS, BRASSES, FIRE

IRONS & DOGS, COAL VASES.

RIPPINGILLE'S OIL HEATING STOVES.

SLOW COMBUSTION STOVES.

COOKING UTENSILS OF ALL DESCRIPTIONS.

HINK'S LAMPS & LAMP SHADES.

KENT'S CELEBRATED BRUSHES.

CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.

Hongkong, 30th October, 1905.

## TURKISH CIGARETTES.

JOHN PETRINO & CO.

GRAND FORMAT.....Per Tin of 50 \$1.75  
GOLD TIPPED....." 50 1.60  
STAR OF INDIA....." 100 2.75  
PRINCESS....." 100 2.20  
NON PLUS ULTRA....." 100 2.00  
DAMAS....." 100 1.75

SOLE AGENTS

Calbeck Macgregor & Co., 15, Queen's Road Central.

Hongkong, 8th December, 1905.

## THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS IN RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905.

## THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW, the 4th day of January, 1906, at 11.30 o'clock in the forenoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 20th day of December, 1905, will be submitted for confirmation as a Special Resolution.

"That the Capital of the Society be increased to \$3,000,000 by the creation of 2,400 additional ordinary shares of \$250 each (whereof \$100 shall be credited as paid up) ranking for dividend and in all other respects pari passu with the existing ordinary shares of the Society; and that the said additional shares, so far as shall be necessary for the purpose, be issued to those shareholders of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, who have accepted or shall accept the Society's offer made to them on the 25th August, 1905, such issue being in accordance with the terms of a contract or memorandum in writing made or to be made pursuant to the said offer and to be filed with the Registrar of Companies; and that the balance, if any, of the said additional shares be disposed of by the Board in such manner as it shall think most beneficial to the Society."

Dated the 3rd day of January, 1906.

By Order of the Board, W. J. SAUNDERS, Secretary.

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## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 11th July, 1905.

## Intimations.

### JAPAN

### COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SUKUGA-CHO, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Koshinohara, Sasebo, Miike, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinohara, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Saabara, Tsukuburo, Yoshinohara, Yoshio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

## Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

## THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905.

## D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed. Addressed by 3479/Recommendation which I have received from all sources.

(Hongkong, 16th November, 1904.)

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## Intimations.

When nature flags,

and health fails, try



## THE COSMOPOLITAN, A MONTHLY ILLUSTRATED MAGAZINE.

### OPINIONS OF THE PRESS.

".....everyone is bound to appreciate the departure from the stereotyped canon which this magazine promises.....its pages are bright without being shocking. Its articles crisp, original, and well written, its illustrations are artistic and enhance the value of the journal....." *Hongkong Daily Press*, 27th October, 1905.  
"The praise which we gave to the first number of the COSMOPOLITAN may honestly be repeated in reference to the second number.....There is something very attractive in the unity which pervades the magazine through its being a one man affair, and that one man being such an acute student of passing events and wielding such a vigorous pen." *N. C. Daily News*, 30th October, 1905.  
".....The many articles are well and brightly written.....there should be little doubt of success." *Shanghai Times*, 30th September, 1905.  
".....Though the language of the staff is not English, the English of THE COSMOPOLITAN is idiomatically and grammatically, is irreproachable." *China Gazette*, 22nd September, 1905.  
".....Among these are 'The Art of Eating,' a witty and observant discourse on modern table manners.....it is certainly a heterogeneous collection of departure from the stereotyped canon of a Far Eastern magazine, for it will sober the over-spirited or brighten the gloomy, just as the spirit moves the reader.....Taken altogether THE COSMOPOLITAN is brightly written, up-to-date, and entirely interesting." *Hongkong Telegraph*, 24th September, 1905.  
".....Le champ d'observation de notre nouveau confrere est si vaste que nous croyons que la 'copie' ne lui manquera pas, et nous lui souhaitons tout le succes desirable." *L'Echo de Chine*, 30th September, 1905.  
".....quite a new feature in Far Eastern journalism.....the quality of the letterpress is well worth the handsome setting.....We have found a good deal of sound common sense in articles as well as a little fun and humour.....matters calculated to interest not only the foreigner in Shanghai and Chinese Treaty ports, but in Japan." *Japan Chronicle*, 12th October, 1905.  
".....It is a very promising publication. The pictures are excellent.....one wonders how it is to be produced month after month." *Japan Daily Mail*, 13th October, 1905.  
In a few months the magazine will be written for subscribers only, and you will not be able to buy single copies.  
The Christmas number will contain about 150 pages with nearly 100 illustrations and will cost \$2.00 to non-subscribers whereas subscribers will get it at the usual price of \$1.00.  
SUBSCRIPTION.—\$6.00 for six months plus 50 cents postage. Subscribers joining now may still get back numbers from September, but as we have only 81 copies left for September and 53 for October it will be necessary to apply at once to:—  
THE COSMOPOLITAN,  
35, SZACHUEN ROAD, SHANGHAI.

Please note my name as a subscriber to the COSMOPOLITAN for 6 months beginning from.....

Enclosed please find \$6.50.

Name of Subscriber.....

Address.....

Hongkong, 12th December, 1905. [1233—B]

## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

## F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" always ready for immediate use.

Requires only one hand to hold.

Weight only 15 lbs. Will fill.

Maximum of simplicity of application.

Minimum of Price, Weight and Size.

Hongkong, 10th May, 1905.

## Hotel.

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

H. HAYNES, Manager.

Hongkong, 20th December, 1905.

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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,365 tons ..... Captain H. D. Jones.  
 "POWAN," ..... 2,338 " ..... G. F. Morrison, R.M.S.  
 "FATSHAN," ..... 2,260 " ..... R. D. Thomas.  
 "HANKOW," ..... 2,073 " ..... G. V. Lloyd.  
 "KINSHAN," ..... 1,995 " ..... J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons ..... Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,191 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. G. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain W. A. Valentine.  
 "NANNING," ..... 569 " ..... C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

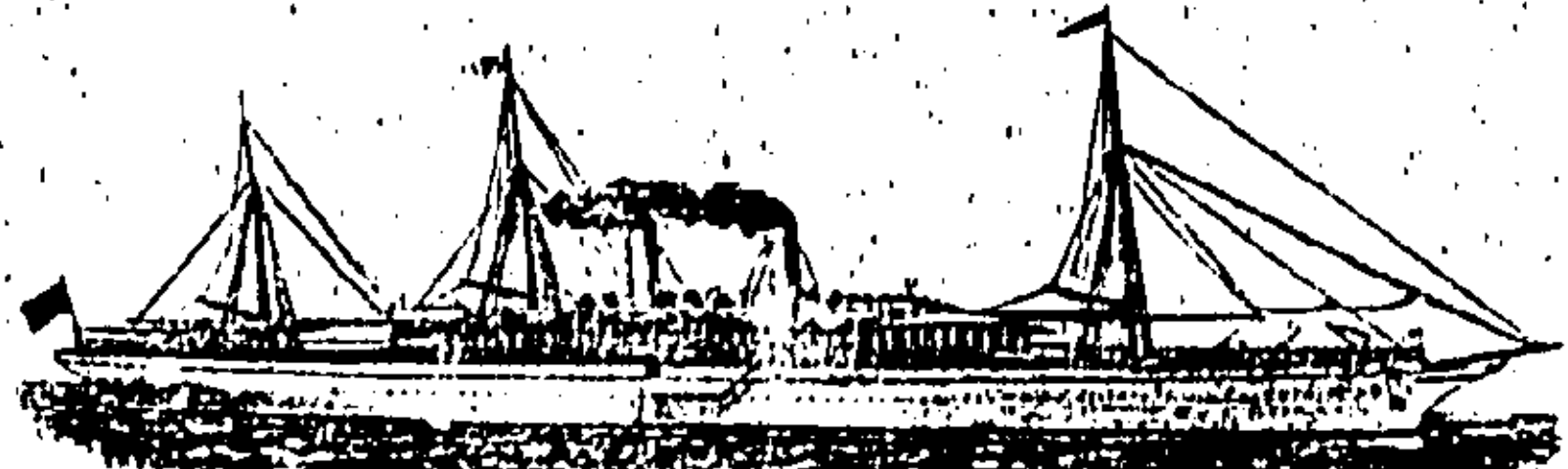
FARES:—Canton to Wuchow ..... Single \$15.00, Return \$25.00.  
 Canton to Tak Hing ..... Single \$12.50, Return \$21.00.  
 Canton to Samshui ..... Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 days across the Pacific is the "Empress Line." Saving 3107 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS.

(Subject to Alteration.)

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"EMPRESS OF CHINA"	5,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPRESS OF INDIA"	5,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN"	5,000	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence, £60. Via New York £62.  
 Hongkong to London, Intermediate on Steamer, and 1st Class Rail, £40.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.  
 Passengers booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
 Hongkong, 13th December, 1905. Corner Paddar Street and Praya, opposite Black Pier. [13]

## HAMBURG-AMERIKA LINIE. OBTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	17th Jan. } Freight.
Wunnenberg	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA	HAVRE and HAMBURG.	24th Jan. } Freight.
Russ	(Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA	HAVRE and HAMBURG.	10th Feb. } Freight and Passengers.
Förck	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA	HAVRE and HAMBURG.	21st Feb. } Freight.
Forstlin	(Calling at S'PORE, PENANG & COLOMBO).	
SAMBIA	HAVRE and HAMBURG.	12th March } Freight.
Eblers	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA	FOR ODESSA (DIRECT).	About 12th Jan. } Freight.
Fillar	(Calling at SINGAPORE and COLOMBO).	

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to  
 HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 King's Buildings.  
 Hongkong, 3rd January, 1906. [1]

## HOTEL CRAIGIEBURN.

PLUNKET'S GATE, the PEAK, near the TRAM TERMINUS, Tel. 56.  
 For Terms, &c., apply to the  
 Manager.  
 Hongkong, 2nd July, 1900. [1]

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
 PROPOSED SAILINGS FROM HONGKONG.  
 (Subject to Alteration.)

STEAMERS.	Tons.	SAILING DATES.
GNESAU	3,227	WEDNESDAY, 17th January.
ROON	3,227	WEDNESDAY, 31st January.
PREUSSEN	3,227	WEDNESDAY, 14th February.
ZIETEN	3,227	WEDNESDAY, 28th February.
PRINZESS ALICE	3,227	WEDNESDAY, 14th March.
BAERN	3,227	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	3,227	WEDNESDAY, 11th April.
PRINZ BITEL FRIEDRICH	3,227	WEDNESDAY, 25th April.
SACHSEN	3,227	WEDNESDAY, 9th May.
PRINZ HEINRICH	3,227	WEDNESDAY, 23rd May.
ROON	3,227	WEDNESDAY, 6th June.
PREUSSEN	3,227	WEDNESDAY, 20th June.
ZIETEN	3,227	WEDNESDAY, 4th July.
OLDENBURG	3,227	WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNESEAU, Capt. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
 Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant. Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND	3,227	TUESDAY, 6th February.
WILLEHAD	4,762	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Wollemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR STEAMER ABOUT  
 YOKOHAMA & KOBE ..... PRINZ SIGISMUND ..... TUESDAY, 16th Jan.  
 SHANGHAI, NAGASAKI, ..... PREUSSEN ..... WEDNESDAY, 17th Jan.  
 KOBE & YOKOHAMA

\* Reaching Yokohama in less than 6 days.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 3rd January, 1906.

MELCHERS &amp; CO., AGENTS.

## WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30.  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905. [14]

## JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG.....	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP.....	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS.....	JAPAN	Second half January	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY  
 OF THE  
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
 YORK BUILDINGS, 1st Floor,  
 Hongkong, 23rd December, 1905. [15]

## Dentistry.

Dr. M. H. OHAUN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY,  
 37, DES VOUX ROAD CENTRAL,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 22nd July, 1905. [70]

TSIN TING.  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'ARQUER STREET.  
 REASONABLE FEE.  
 Consultation Free.  
 Hongkong, 10th July, 1904. [68]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A: B. O. 4th and 5th Ed: Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39]

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## Homeward Passenger Season, 1906.

## PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON  
 TAKING PASSENGERS ALSO FOR  
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
 THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO.	HONGKONG.	MARSEILLES & LONDON.	MARSEILLES (Brindisi) 2 days earlier.	PLYMOUTH 1 day later.

Steamers	Tons.	Noon, Saturday	Steamers	Tons.	Saturday	Friday
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000	Feb. 24	MOLDAVIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000	Mar. 10	MONG HIA	10,000	Apr. 14	Apr. 20
DELTA	8,000	Mar. 24	MOULTAN	10,000	Apr. 21	Apr. 27
OCEANA	7,000	Apr. 7	MARMORA	10,500	May 5	May 11

ARCADIA ..... 7,000 ..... April 21 ..... VICTORIA ..... 7,000 ..... May 20 ..... Saturday  
 DEVANHA ..... 7,000 ..... May 5 ..... HIMALAYA ..... 7,000 ..... June 3 ..... June 9  
 DONGOLA ..... 8,000 ..... May 19 ..... INDIA ..... 8,000 ..... June 17 ..... June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail steamers the following

## INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

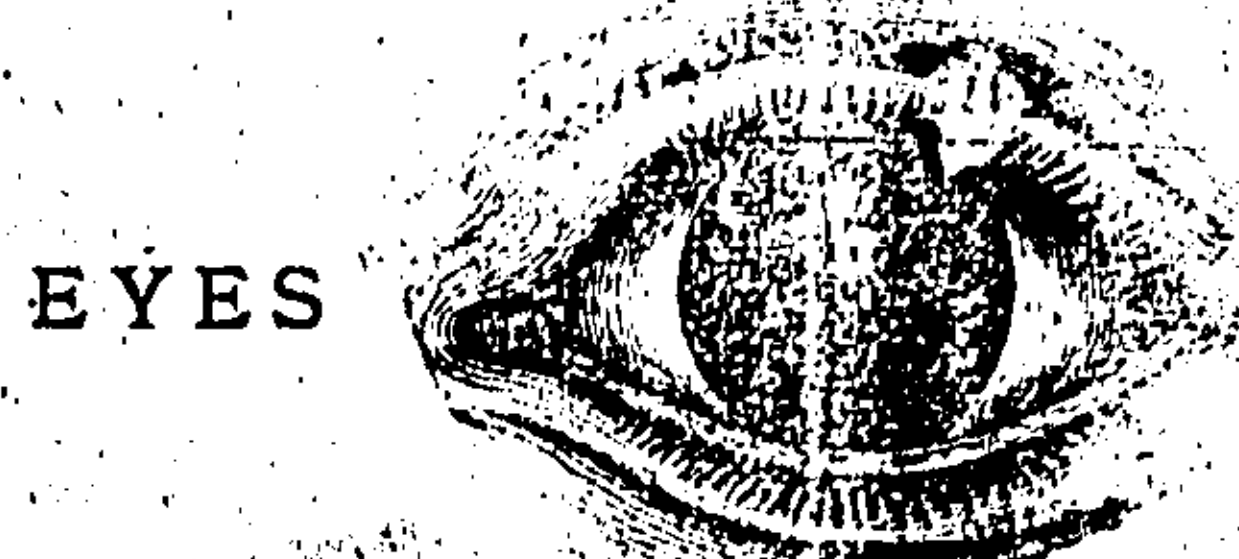
## CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	Due at LONDON
JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	5,000	Feb. 28	Apr. 14
NUBIA	5,000	Mar. 14	Apr. 28
DEVANHA	4,500	Mar. 28	May 12
JAVA	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

For Passage, apply to—  
 E. A. HEWETT, Superintendent.

Hongkong, 13th December, 1905. [1]



EYES

RIGHT!

## N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground: All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI.  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road.  
 Hongkong, 27th November, 1905. [48]

## Hotels.

VICTORIA HOTEL, MACAO HOTEL  
 SHAMEN, CANTON, MACAO, CHINA,  
 ON THE BRITISH CONCESSION, IN THE CENTRE OF THE PAI & GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. W. FAP'ER, Proprietors.

Telegraphic Address: "CONNAUGHT" HONGKONG. Telephone: No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished, Flush Water Lavatories, Hydraulic Elevator, Excellent Cuisine and Wines, Hot and Cold Water Baths and Shower Baths, Under European Management, Lunch, Service for Guests.  
 Hongkong, 16th June, 1905. [59]







## Intimations.



E

BLEND.

VERY OLD  
LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,  
LIMITED.WINE & SPIRIT  
MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

BRANDIES

FROM

MARIE BRIZARD &amp; ROGER,

COGNAC

FROM \$19.20 TO \$126.00

Per Dozen.

THE LARGEST AND MOST VARIED

STOCK OF BRANDY IN

THE EAST.

Hongkong, 30th July, 1905.

NOTICE  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.  
(Ordinary business communications should be addressed to The Manager.)  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$95 per annum.  
WEEKLY—\$10 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is accessible to messenger. (In case of post an additional \$1.50 per quarter is charged for postage.)  
The postage on the weekly issue in any part of the world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 3, 1906.

## LOCAL AND GENERAL.

THE German mail of the 6th Dec. was delivered in London on the 2nd inst.

SEVEN years ago to-day Lord Curzon was received at Calcutta as Viceroy.

CAPTAIN I. R. F. Shinkwin, Army Service Corps, is appointed a member of the C. U. S. Rifle Association.

KOWLOON City Range will be handed over to the 2nd Royal West Kent Regiment by the 12th Baluchis on Saturday next at 10 a.m.

NO. 87 Company, Royal Garrison Artillery, will move into camp at Stonecutters from the 8th instant to the 10th February for annual regimental course.

A CHINAMAN was sent to three weeks' hard labour and six hours' stocks, by Mr. F. A. Hazell this morning, for snatching a gold coin chain from a gentleman's watch-chain in Queen's Road Central, on the 2nd inst.

MR. William Maxwell, the war correspondent, who is accompanying T.R.H. the Prince and Princess of Wales on their tour through India, before he left England completed this book on the Russo-Japanese war. It will be published by Messrs. Hutchinson. Mr. W. H. Mudford has undertaken to see the volume through the press.

WHEN charged with being in unlawful possession of a bundle of clothing for which he could not account, Chau Chong tried to evade arrest, but finding he could not do that he offered a bribe to a Chinese *lukong*, who, honest man, refused to sell his conscience for cents, and in the result, when placed before the Magistrate, the accused was fined in all \$35.

WE learn from the *Japan Times* that the Tokio Municipality will rebuild Nihon-bashi next year, at a cost of about half a million yen. The new bridge will be of granite, and will weigh 15,000 tons. On each side of the roadway, about the centre of the span, a cylindrical pedestal will be erected, supporting a figure of an ancient warrior on horseback.

IT is reported among those who know Sir Thomas Lipton well that he is a Benedict, having secretly married a Scotch girl in humble circumstances years ago before he dreamed of reaching his present condition of prosperity. People who knew Sir Thomas in his youth say that the facts are well known to certain people. Sir Thomas himself has nothing to say on the subject. The announcement is made that he is seeking a country seat in Ireland, either in Wicklow or Meath county.

PRIVATE Leonard Gadsby, A.S.O., was charged by Sergeant O'Sullivan, before Mr. C. A. D. Melbourne, this morning, on remand, with the theft of the sum \$164, the property of one Wong Kam, a resident of Hungnam, on the 31st ult. The sergeant proved the arrest of the defendant, on whom was found a large sum of money, on the 1st inst. Defendant has nothing to say, and his Worship sent him to one month's hard labour.

THE other morning the mail boat *Phya Noi* left Bangkok for Bangkok. There were about 100 passengers on board. Bang Hia was in sight when the boat began to make water rather badly. There was great consternation among the passengers, and it was decided to turn back. Finally the vessel was beached near Bangkok, everybody being quite safe. There were some 200 bags of sugar on board and about 70 of them were spoiled by the water.

A LONDON correspondent of an Eastern journal writes thus:—"The latest fad is to smile and be healthy, a West-End physician having advised his clients to smile as much as possible, since the action is beneficial and relieves the brain by quickening the movements of the blood through the vessels and veins, accelerates the circulation and aids digestion." We would like to know the fee charged by this physician for his valuable advice, and whether there is a School of Smile Culture yet established in London?

ON the 21st ult. the Waiwupu wired Minister Wang Tshai of London that the following four items shall be asked from the British Foreign Office. 1.—Removal of the Vice-Consul Twyman. 2.—Dismissal of the Police Inspector who was the cause of the fracas. 3.—Hereafter detention of Chinese prisoners shall be in the hands of the Chinese authorities. 4.—The purely Chinese cases shall be heard by the Chinese tribunal. Minister Wang has replied that the British Foreign Office has not consented to the same yet. The negotiations are progressing and he is doing his best.

COMMANDER Fred. C. Coffin has been appointed to the command of the monitor *Monadnock*, with station at Canton.

YESTERDAY afternoon on the Hockey Club ground a friendly match was played between teams from H.M.S. *Diadem* and H.M.S. *Sutlej*. For a few minutes after the ball was put in motion a good game was played, but later the men of the flagship had the game to themselves and ultimately won by four goals to one.

WHEN asked in Manila regarding the time he spent in Hongkong the Hon. W. J. Bryan said that he had only passed a few days here and had been well received. He called on the Governor and other officials of prominence. When asked whether he had received an ovation at Hongkong he said: "They neither bid me stay nor go."

A CATTLE disease, the nature of which is not given, appears to be prevalent in the country districts and is doing great damage. It also appears that a butcher of Pooyong has been offering diseased meat for sale. Twelve people have died after eating beef supplied by him and the terror-stricken butcher has accordingly gone into hiding.—*Korea Daily News*.

THE Military Governor at Mukden, Chao Erh-shun, has asked the Throne to establish the General Bureau of Commercial Affairs and that the investigation of mines in the province of Shengking and the poll tax as well as the military funds and salt administration be placed under the control of the General Bureau of Finance at Mukden.

IN contrast with the news from London of the increasing seriousness of the unemployed problem, the following remarks of a fashionable jeweller are of interest:—"This year we have made a large number of exact models in silver of an 8-h.p. Panhard motor-car. They run freely and are intended for passing cigars and cigarettes round the table after dinner. Silver wheelbarrows to carry chocolates and quaintly-shaped dishes of hammered silver are also in great request."

A CURIOUS fact regarding diamonds is that it is not uncommon for the crystals to explode as soon as they are brought up from the mine. Sometimes they have burst in the pockets or the warm hands of miners, due to the effect of increased temperature. Large stones are more likely to do this than small ones. Valuable stones have been destroyed in this way. By way of safeguard, some dealers imbed large diamonds in a raw potato for safe transport from South Africa.

By kind permission of Lt.-Col. Aitkin and officers, the Band of the 19th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, 4th inst. (weather permitting):—

March: "Right Life".....Souza  
Overture: "William Tell".....Rossini  
Waltz: "The River of Years".....Lizbeth  
Selection: "The Gift from Kaye".....Cargill  
Song: "Noddy".....Adams  
Cake Walk: "Jolly Negroes".....Berger  
God Save the King.

As this journal has on several occasions been prosecuted for unending and unimportant infractions of the regulations prohibiting the publication of reports concerning the movements of troops and warships and other matters, which were issued at the commencement of the war, we have satisfaction in noting that these regulations were yesterday (21st ult.) formally withdrawn. As it is now some four months since the hostilities ceased, it cannot be said that the authorities have exhibited any undue haste in this matter.—*Kobe Herald*.

THE latest number of *Black and White* to hand, viz., that dated the 2nd ult., contains a fine reproduction of a group-photo taken at Singapore of those participating in the recent Tanjong Pagar Arbitration. Penang's very own Adams was there, of course—in the very front row, in fact—but with his classical features almost concealed behind a huge pair of moustaches (now) unrecognisable, and the letter-press accompanying the photo, which labels him W. R. Adams, is not much help towards his identification except to those "in the know."

A CORRESPONDENT of a Japanese newspaper says that all the Chinese, from the officials to the general public, are resolved to obtain the restoration to China of all privileges and concessions as to railways, mines, etc., which have been granted to foreigners. They have been much elated at their success in obtaining the cancellation of the American concession for the Hankow railway. With the exception of Germany, all the Powers consider that such action by China would be disastrous to her interests. Germany, however, is disposed to support the wishes of the Peking authorities in order to promote German interests in China.

IN Japan, where "the pipe that soothes" becomes an expensive luxury owing to the high duty on tobacco, any hint how to make a pipe last will be acceptable by smokers. A connection of what can be done in this connection was given during a novel competition for smokers recently held at Lachen, a suburb of Brussels. Each competitor was provided with a new clay pipe (*pipe en terre*) and one-eighth of an ounce of tobacco, and the task was to keep this alight as long as possible. Competitors, to the number of 200, came from all parts of Belgium, Antwerp, La Louviere, Charleroi, and other provincial towns being represented. The first prize was won by Mr. Kox, who is believed to have established a record by making his pipe last for 3hr. 7min. The shortest smoke in the prize list was Mr. Saboo's 2hr. 5min. One of the competitors explained the secret of success lay in the method of filling the pipe. The best way to do this, he said, is to pack the tobacco loosely in the lower part of the pipe, press it tightly together in the centre, and more freely at the top. Many clubs in Belgium have been training for the competition for a long time, and the object of the display was to demonstrate that more pleasure and less harm is derived from slow smoking than from puffing away a pipe-load in a few minutes.—*Ex*.

THE Nanfengpao says that the lease of Weihaiwei depends on the lease of Port Arthur, and hence the negotiations on the matter with the British Minister can begin only after the new treaty with Japan has been published.

RETURN of visitors to the City Hall Library and Museum for the week ending the 31st December, 1905 excluding Christmas Day and Boxing Day:—Library Non-Chinese 185, Chinese 77; total 263. Museum Non-Chinese 45, Chinese 1,635; total 1,680.

IN Peru, when a man wants to break into a house, he often takes a sponge and a bucket of water, and moistens the walls, which, being covered with only a thin coating of mud, are easily dissolved upon the application of moisture. Burglaring seems to be an even simpler proceeding in Peru than in Hongkong.

FOR the reassurance of Chinese students who have been leaving Japan owing to their unwillingness to accept student conditions, it is now stated that the cruisers *Halict* and *Haikyung* were not stationed at Wooming to prevent such students from returning to China, but to prevent them from going elsewhere abroad.

A NAVAL Reserve man named Alec Taylor, who is a native of Newcastle, has been appointed to the post of public hangman, rendered vacant by the death of Billington. Taylor has resided some time in the Holderness division of East Yorkshire, and until recently had been in the employment of the North-Eastern Railway Company.

THE period during which the sale of substantive official ranks in the province of Kwangtung is sanctioned by the Government being almost expired, and the provincial treasury being still in urgent need of funds, H.E. Viceroy Tsén of Canton proposes to present a special memorial to the Throne, praying for permission to continue the sale of such ranks for another twelve months.

AS will be seen from our advertisement columns, Mr. Oliver Bainbridge, F.S.A., F.R.G.S., will deliver a lecture on "Native life and customs in Southern Seas," at the St. Andrew's Hall, to-morrow evening commencing punctually at 5 p.m. His Excellency the Governor will preside. The lecture, which will be delivered under the auspices of the Hongkong "Odd Volume," is open to the public.

THE Chinese merchants in Java recently despatched a petition by telegraph to Viceroy Tsén of Canton the contents of which we gather are as follows: It seems that because the petitioners enjoy no consular protection they very often are subjected to oppressive treatment at the hands of the Dutch on the island. They, therefore, requested the Viceroy to address the Waiwupu on their behalf to secure the appointment of a Chinese Consul at the earliest opportunity. The Waiwupu, upon the receipt of the petition, has been carefully considering the request.—*Ex*.

THE Customs Gazette, July-September, 1905, shows that the revenue collected continues to be satisfactory, the comparative amounts for the third quarter of 1905 and 1904 being in Halkuan taels:

	1905.	1904.
Chinese Ports.....	8,619,523	7,989,271
Kowloon and Lapps.....	188,147	160,945
Lungchow, Mengtze.....		
Szechuan, and Tchéng.....	48,898	59,161
Yueh.....		
Total.....	8,856,668	8,209,375

IN the Hongkong Consistory No. 11, A.A.S.R. The following 111. Companions have been elected as office-bearers for the year 1906.

Grand Commander,	Hll. Comp. T. Stafford,	30.
Orator,	H. B. Bridger,	"
Senior Warden,	P. Howell,	"
Junior	C. Pitcock,	"
Secretary & Treasurer,	C. F. Focken,	"
Master of Ceremonies,	Tang Chee,	"
Chaplain,	J. Smith,	"
Master of Works,	W. Farner,	"
Standard Bearer,	W. A. Allen,	"
Grand Director of Music,	J. Lemm,	"
Alde-De-Camp,	W. M. Rivalan,	"
Inner Guard,	E. R. Uball,	"
Pat Commander,	G. A. Watkins,	31.
Junior,	Comp. J. Vanstone,	"

THE Observer confirms that the British Government do not intend to give Weihaiwei up. They have resolved to maintain it as a flying naval base and sanatorium for the Chinese Squadron; but the station will be fortified only in the event of a future emergency requiring that course. When Port Arthur fell no definite reply as to the Government intention could be obtained in the House of Commons, and in Weihaiwei the greatest anxiety was entertained as to the future. A well-known local gentleman appealed to Mr. J. H. Stewart Lockhart, the Commissioner, for definite information, and Mr. Lockhart referred the question to the Home Government. Mr. Lyttleton wrote to the Commissioner stating that the Government "do not consider that the British tenure of Weihaiwei was affected by the result of the operations in the Far East."

AN amusing incident happened the other day at a club which had hospitably thrown open its doors to two other clubs. A certain well-known officer in the Brigade of Guards was guilty of the offence of smoking in the morning-room. As a matter of fact, he was under the impression that it was the smoking-room. A brother officer told him of his mistake. He went up to the only other occupant of the room—an old gentleman dozing in a corner—and apologised for having inadvertently broken one of the rules of the club. The old gentleman replied, without haste, as follows:—"My dear sir, pray do not apologise. In the first place, I am sure you would not have smoked had you known that it was prohibited; in the second, I should be the last person to blame you, if you had done so; in the third, I am not a member of the club; and in the fourth, I have just been smoking myself."

## THE TELEPHONE CABLE.

## ALLEGATIONS AGAINST S.S. "RUBI."

IN Summary Jurisdiction this morning, before His Honour, Mr. A. G. Wise, Puisne Judge, the China and Japan Electric and Telephone Company, Ltd., sued the China and Manila Steamship Company, Ltd., for the recovery of the sum of \$1,000, being the amount of damages sustained by the plaintiff company by the breaking of their submarine cable in the harbour, by the defendant company's s.s. *Rubi*. Mr. E. H. Sharp, K.C., instructed by Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff company, and Mr. H. E. Pollock, K.C., instructed by Mr. F. V. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the defendant company. The following special jury were impanelled: Messrs. Lawrence Gibbs (foreman), T. F. Hough, and C. H. Grace.

Mr. Sharp, in opening the case, said that the actual amount of damages sustained by the plaintiff company was \$1,038.34; but they had given up \$38.14 in order to bring the claim within the jurisdiction of this Court. Mr. Sharp said that on the 28th August last the s.s. *Rubi* was lying off the Kowloon Dock, and as she was under repairs, her boilers were empty, and of course she had no steam up. The typhoon signals were hoisted, and, as is the usual custom in the harbour under such conditions, as soon as the vessels riding at anchor or moored to buoys saw the signals they made for safe anchorages, behind Stonecutters Island, and other places. Notwithstanding the conditions of the weather the *Rubi* sent for the *Robert Cooke*, the most powerful tug of the Dock Company, and had herself towed, not to a safe anchorage, but to her buoy opposite the Hongkong Club. The barometer continued to fall, and the black drum was hoisted, and at 10 p.m. the typhoon gun was fired. The wind rose steadily, and other vessels continued to move to safe anchorages, and yet the *Rubi*, with empty boiler and no steam up, and therefore helpless, remained where she was instead of signalling for the *Robert Cooke* to take her away, although the latter was standing by with steam up, as usual when a typhoon is blowing about, in case her services might be required at a moment's notice. During that night the work continued on the repairs to the *Rubi*'s starboard boiler, and the next morning, when the black cone and drum were hoisted, with steam only in her starboard boiler, she proceeded in the teeth of the typhoon towards Kowloon Bay, instead of requisitioning the assistance of the *Robert Cooke*, in augmentation of her own steam, as she ought to have done, her condition, empty as she was and therefore high out of the water, rendering her entirely at the mercy of the typhoon force. The *Rubi* then dropped her anchor in what is known as the "Reserved area," through which the cables of the plaintiff company and lay there until the weather abated, and the meter began to rise, when she gave up her anchor again to proceed back to her buoy. It was then found that the anchor had hooked one of the plaintiff company's cables, which it brought up, and that cable was either broken or cut, and freed from the anchor. The breakage was discovered by the plaintiff company later in the day and proved to be about one third of the length from its southern end, and within the Reserved area. The *Rubi*'s fault, he said, lay in two points in seeking safety so late, remaining in her position so long after the other vessels had gone to the shelters, and that having to move at last she did so with only one boiler in use, without utilising the aid of a steam tug, having regard to the fact that that was the height of the typhoon season.

Counsel then called evidence for the plaintiff. Mr. W. L. Carter, manager of the China and Japan Electric and Telephone Company, gave evidence as to the discovery of the breakage, and produced some of the strands to show the strain on them, and testified as to the actual cost of the repairs to the damaged cables, showing that the amount paid was considerably more than the amount now claimed. Mr. F. G. Figg, First Assistant, Hongkong Observatory, testified to the weather prevailing at the time of the occurrence of the breaking of the cable, and that the wind was blowing from the south-east, and that the tide was in. Mr. Webb, engineer of Messrs. McDonald and Co., stated that he would only raise his anchor in a typhoon, with half his boilers laid up, under protest as he had often done, and entered the protests in the log books. He had had 17 or 28 years' experience. Captain Christie said that he did not consider that in the condition of the *Rubi* on the 29th August she should have gone to her buoy, but to a safe anchorage, as she had no steam up, and it would have been prudent to call a tug and go to a safe anchorage. She took upon herself a great risk, the next day, in going to Kowloon Bay, without a tug. It was very imprudent, and she ought to have had herself towed inside Stonecutters Island. Her proper course would have been to signal for the *Robert Cooke*, the most powerful tug in the Colony. Against the wind at full speed, the *Rubi* ought to have made ten knots. Cross-examined by Mr. Pollock, witness said with one boiler disabled she would scarcely make more than three knots—certainly not anything like half speed. The case was adjourned till to-morrow.

NEWS from South Celebes report progress in Boni where the submitted people have been set to work making roads. There, and in other States overrun, the people are very slow in giving up firearms, the weapons delivered being mostly damaged and out of date. Stern measures are required to bring them to book. Unhappily, the fire and sword system which proved so successful in Achese raised such a humanitarian outcry in Holland, that the campaign in South Celebes had to be conducted in a mild fashion. The result is that the enemy have been overcome, but have not been brought under. They show every sign of only fear keeping them quiet, and of biding their time to be even with the Government.

At a Regular Quarterly Communication of the District Grand Lodge of Scottish Freemasonry in Hongkong, held in China, held in Freemason's Hall, 2nd Street, last week the following were elected as District Grand Lodge officers for 1906:—

District Grand Master,	Mr. H. F. Howell.
Scholar Grand Master,	J. Dicks.
District Senior Grand Warden,	O. A. Watkins.
Junior Grand Warden,	H. B. Bridger.
Grand Secretary,	I. H. Hough.
Treasurer,	T. Stafford.
Senior Grand Chaplain,	C. Pitcock.
Junior Grand Chaplain,	J. Smith.
Senior Grand Deacon,	C. F. Focken.
Junior Grand Architect,	W. C. Figg.
Grand Director of Ceremonies,	J. L. Collier.
Sword Bearer,	F. J. W. East.
Organist,	Mr. C. J. Tyndale Lee.
Standard Bearer, War Bro. N. K. Davidson.	
Inner Guard,	H. B. Bridger.
Steward,	E. A. Watkins.
"	E. A. Chapman.
"	F. Allen.
"	A. Ritchie.
"	J. McLachlan.
"	J. Vanstone.
"	Tyler.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## THE SHANGHAI AFFAIR.

## BRITISH GUARDS REDUCED.

[From Our Own Correspondent.]

Shanghai, 3rd January, 2.25 p.m.

The authorities have now reduced the guards, leaving only the men belonging to H.M.S. *Andromeda* to guard the settlement.

## THE COMMISSIONERS

## LEAVING FOR JAPAN.

[From Our Own Correspondent.]

Shanghai, 3rd January, 2.25 p.m.

The Chinese Commissioners are leaving for Japan on Sunday, the 7th inst.

## FORCING TRADE.

## RUSSIANS IN MANCHURIA AND MONGOLIA.

[From Our Own Correspondent.]

Shanghai, 3rd January, 2.25 p.m.

It is reported in Peking that the Russians are endeavouring to carry out enterprises in Manchuria and Mongolia by means of force.

## A DRAM.

[By an ardent lover of Football.]

I awoke with a start this morning, having dreamt that the following rules had been adopted by the 17th Games Sub-Committee with reference to football:—

- (1) There shall not be less than eleven Captains in a team at one time.
- (2) Under no consideration is a player [?] unless he is an opponent.
- (3) Never face the ball in a kick off.
- (4) Never lose an opportunity to foul another player even if he be one of your own side.
- (5) Always shoot at goal directly you get the ball, no matter what part of the field you may be, or whose goal it is.
- (6) Never use your head if you have your hands with you.
- (7) If you have not got your hands, your feet may be used, but under no other circumstances are the feet to be brought into play.
- (8) Always argue with the referee, never miss a chance, as it always impresses the rest of the field, that you possibly know something about the game.
- (9) Always mark your man, provided he be much smaller than yourself, chase him all over the field, but Mark Him.
- (10) Continually hurl foul epithets at the referee: he thinks much more of you for doing so.
- (11) Should kick off be fixed for 5 o'clock, on no account turn up before half past.
- (12) At half time when books are brought on the ground never fail to empty the jug before the visiting team has a chance.—*Teufel Dr.*

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Steward,	E. A. Watkins.
"	E. A. Chapman.
"	F. Allen.
"	A. Ritchie.
"	J. McLachlan.
"	J. Vanstone.
"	Tyler.

## SHIPPING AND MAILS.

## MAILS DUE.

Australian (*Taiyuan*) 5th inst.  
American (*Nippon Maru*) 5th inst.  
Indian (*Kutnam*) 6th inst.  
American (*Doris*) 10th inst.  
French (*Caledonia*) 10th inst.  
German (*Prinz Sigismund*) 14th inst.  
Canadian (*Empress of India*) 17th inst.

The P. & O. s.s. *Numantia* arrived at Yokohama on 1st inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold* which left here on 6th ult., has arrived at Genoa on Monday, at 2 p.m.

The M. M. Co.'s s.s. *Calicut*, with the next French Mail, left Singapore on 2nd inst., at 11 p.m. for this port via Saigon.

The T. K. K. s.s. *Nippon Maru* sailed from Shanghai at 5 a.m. on 2nd inst., and is expected to arrive at Hongkong to-morrow, at noon.



## TELEGRAMS.

[Ruler's.]

## The Revolution in Russia.

BACK BROKEN.

LONDON, 1st January.

The collapse in Moscow has had an immediate effect in St. Petersburg, where work was resumed yesterday.

The Government is confident that the back of the revolution is broken with the collapse in Moscow.

## Strike Suspended.

Later.

The council of workmen in St. Petersburg has decided to suspend the strike, and to organise a general insurrection, and in the meanwhile to initiate a reign of terror.

The Government has responded by a declaration that it will repress preparations for a revolt with the utmost rigour.

## ANARCHY AT IRKUTSK.

The St. Petersburg newspapers present a terrible picture of the Siberian railway to Cheliabinsk. All the authorities have disappeared, and the soldiers and sailors have pillaged all the stations; complete anarchy reigns at Irkutsk, and military trains are proceeding without orders from the authorities.

The Russian Government, recognising that the subjugation of the Baltic provinces is a most formidable task, is preparing a winter campaign on a large scale, and troops are already entering Courland on four sides.

## German Diplomatic Appointments in the Far East.

It is announced in Berlin that the German Ministers in Pekin and Tokio will exchange places.

## Germany:

Later.

Lieutenant Von Mohke, a nephew of the Commander in the Franco-German war, has been appointed Chief German General of the Staff, in place of General Count de Schlieffen, retired.

## SOLDIERS' CLUB FOOTBALL CHALLENGE SHIELD.

The following are the days and hours fixed for the ties of the first round Soldiers' Club Football Challenge Shield:—

Thursday, 4th instant, H.M.S. *Sutlej* v. H.M.S. *Tamar*, Naval Ground, 4.15 p.m.  
Friday, 5th instant, R.A. v. H.M.S. *Diadem*, Military Ground, 3.30 p.m.  
Saturday, 6th instant, F.E. v. Army Staff, Military Ground, 2.30 p.m.  
Saturday, 6th instant, Naval Yard v. 2nd R.W.K. Regt., Military Ground, 4 p.m.

## THE CONCLUSION OF PEACE.

SCENE AT THE EXCHANGE OF RATIFICATIONS.

A Washington despatch of November 25th, to Canadian papers, gives the following account of the final scene in connection with the restoration of peace between Russia and Japan:—

Without formality the final chapter in the bloody war between Russia and Japan was enacted in the diplomatic room of the State Department, when, at five minutes past 5 o'clock, Baron Rosen, the Russian Ambassador, and Mr. Takahira, the Japanese Minister, on behalf of their respective sovereigns, exchanged ratifications of the Treaty of Portsmouth, which was signed September 5th last. The only witnesses were Prince Kudachoff, the Secretary of the Russian Ambassador, who was with him at Tokyo when the war began, and again served as one of the official secretaries throughout the Peace Conference at Portsmouth, and Mr. Hioki, the First Secretary of the Japanese Legation. Five minutes before 4 o'clock Baron Rosen reached the Department, accompanied by Prince Kudachoff, bearing the ratification of Emperor Nicholas. Three minutes later Mr. Takahira arrived, and Mr. Hioki who carried the ratification of Emperor Mutsuhito.

They met in the ante-room of the diplomatic reception room, where they shook hands cordially, and then passed into the offices of the Second Assistant Secretary of State, Mr. Adee, to whom they paid their respects, thence going into the diplomatic room, seated about the long table, Baron Rosen and Mr. Takahira at once set to work signing the protocol of the ratifications in duplicate. While Baron Rosen was signing the Russian and French translations of the Russian ratification, Mr. Takahira was affixing his signature to the Japanese and English copies. Mr. Takahira signed with the pen he used in signing the Treaty at Portsmouth. Baron Rosen used one he found on the table especially placed there by Mr. Adee's messenger. This pen is known as an "Old Glory" pen, the handle, being painted red, white and blue. Mr. Takahira preserved his pen; that used by Baron Rosen was left in the diplomatic room. Their work done, Baron Rosen and Mr. Takahira again shook hands and left the Department. The exchange having become effective the day it was ratified by the Russian and Japanese Emperors.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 3rd at 11.55 a.m. The barometer has risen over N. China and E. Japan, and fallen over S. China and Formosa.

Pressure remains low to the NE. of Japan, and the high pressure area still lies over China to the North of the Yangtze.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—(moderate N. wind) fall.

## MORR RACK PONIES.

ARRIVAL OF "CRACKS."

When it was learnt that only fifty-two subscription griffins were subscribed for this year—other than the so-called "sportsmen"—murmured something about the poor race meeting that was to come, the tightness of money and last, but not the least, that the Colony lacked the sporting enthusiasts that kept the track lively in years gone by.

Speaking to a "sport" one afternoon, about a week ago on this subject, he candidly informed our representative that the sporting community looked forward with great keenness to the forthcoming race meeting. He, however, mentioned that there are "budding" sports who subscribed for a griffin one year and because the animal is not placed or carry off a race do not subscribe the following year.

This morning the Indo-China steamer *Hong Sang* arrived here and was moored alongside her wharf at West Point. Seventeen racing ponies, all for private owners, were quartered on the after part of the ship. Following were the arrivals:—

A skewbald Derby griffin, which, according to open gossip, has cost quite a little fortune, is consigned to Mr. W. A. Cruickshank.

Diamond King, a grey pony, for Jardine's. The well-known ponies Alaska and Norman King, and four Derby griffins, for Mr. Geo. Potts.

Mr. H. N. Mody has four Derby griffins and the old Hongkong pines, Colonel Rose, La France Rose, Marshal Niel Rose, The Peacemaker, and Sunbeam.

We hear on good authority that the veteran jockey, "Chuck" Buckill, will be here after the Chinese New Year to take part in the race meeting for Gen. Potters.

The well-known Chinese horse dealer, Achow, of Shanghai, arrived by the *Hong Sang*, being in charge of some of the ponies. He is an authority on China ponies and each year travels up to the breeding camp in Mongolia to select ponies for the races.

## ADMIRAL TOGO'S FAREWELL TO HIS FLEET.

"TIGHTEN YOUR HELMET STRINGS WHEN THE BATTLE HAS BEEN WON."

In connection with the dissolution of the United Fleet, Admiral Togo addressed a lengthy message of thanks and exhortation to the officers and men. In the course of this communication he urged the Navy to remember that its duties are in no way less important now that the Fleet has separated. In order, he says, to make secure the position of the Empire, it is necessary to be always prepared for the worst. In this connection, the Admiral points to the Battle of the Japan Sea as a proof that victory depends rather upon the quality and discipline of the personnel than on the strength of armaments. He proceeds to contend that Japan's prospects of triumphing in any hostilities which may occur in the future rest upon the preparation which are made in time of peace, and appeals to the Navy to turn the experience gained in the war to account in improving the Japanese fleet, and thus enhancing the status of the Empire. In conclusion, Admiral Togo urges the officers and men to bear in mind the old Japanese saying "Katte Kabuto no Owo Shimeyo" (Draw tighter the string of your helmet when victory has been secured.)

## THE RISE IN SILVER.

Washington, November 20th.

The promptness with which the Insular Government has met the situation created by the rapid advance in the price of silver has attracted the favourable attention of financiers throughout the world. Uneasiness has been put at rest as a result of the prohibition of the exportation of the silver peso and renewed confidence in the stability of Philippine securities is reflected by the quotations on their issues.

It is believed in Washington that the price of silver will continue to advance not alone because of the increased demand for the metal throughout the world, but because of the relative depreciation of gold occasioned by the immense output in recent years.

J. Selwin Tait, manager of the Washington branch of the International Banking Corporation, fiscal agents for the islands, in commenting upon the move, said last night:

The price of silver to-day is 29 1/16 pence an ounce. This, with exchange at 4.86 1/2, makes an ounce of silver worth 65 8/10 cents. When silver is worth 64 1/10 cents an ounce in New York, the intrinsic and face value of the Philippine peso are identical. At the present price of silver it would pay to export the Philippine peso and melt and sell it as bullion. This will explain the prompt action of the Philippine Commission in passing a measure to prohibit the exportation of the silver.

"In my opinion, there are no more prompt and capable men to be found anywhere than those responsible for the conduct of insular affairs, both here and in the Philippines, and they can be relied upon to handle the situation to the best advantage.

"The effect of this action may not be felt in the Philippines alone. It concerns the money market of the world. For instance, Mexico, which has ten times as much silver as the Philippines, practically is on the same basis. A similar demand may, therefore, be made on Mexican money, and the same stringency in the currency of that country may be threatened. Panama is not on the same basis and will not be troubled by any abnormal demand for its coinage. The Philippine dollar contains 416 grains, 9-10 fine, and the Panama dollar contains only 385 8-10 grains, 9-10 fine. The value of the Panama coin would have to go up 4 cents an ounce before the danger of exportation of coin would be great in that country.

## NOT GOING INTO ARTS.

"Several causes have been suggested for the appreciating price of silver in the Philippines and the demand for it. It has been suggested

that the excessive use of silver in the fine arts is causing the exportation, and also the moving of troops in Manchuria.

"I do not think there is anything in the fine arts theory. There may be something in the Manchuria suggestion, because there is little currency there. The discussed placing of China among the nations having a silver coinage of their own may have something to do with it also, because of the great demand for silver that would ensue.

"But I think the most potent cause is the extraordinary output of gold, which causes a depreciation in that metal and a corresponding appreciation in the price of silver to rise, but also the prices of other commodities as well. The balance will be adjusted probably, by the opening up of the old silver mines again, bringing about a vast output of that metal also. —*Cablenews.*

## TERRIBLE TALE OF THE SEA.

SEVEN MEN ON A RAFT.

TWO SURVIVORS.

The White Star steamer *Baltic*, from New York, which arrived at London on October 27, brought a most distressing tale of shipwreck told by the two survivors of the crew of eight persons of the schooner, *Van Name King*, who were picked up by the schooner *S. F. Kelly* after having lived through five days of fearful suffering on a raft. During that time they had witnessed the deaths of their shipmates, some being washed away by the seas, some dying of exposure, and some going mad, and hurling themselves into the sea.

According to the story of the survivors the *Van Name King* on which they had shipped as seamen set out, from Charleston on October 1, with hard pine, bound for New York. She encountered a gale two days later; and within a few hours it had carried away the canvas, flooded the hold, and choked the pumps. The men passed the night

LASHED TO THE RIGGING, the bulwarks, and the top of the deck-house. The long night passed, and next morning found the schooner on her beam ends. The crew took refuge on the weather rail, and held on as best they could. The storm increased in fury as night came on again, and one great wave crashed aboard, breaking both legs of a seaman named Arthur, and sweeping another named Grizzle into the sea.

It was apparent that the wreck would soon become untenable, and the half-starved, almost exhausted crew set about fashioning a raft. They took the top of the deck-house, buoyed it with timbers from the cargo, launched it, and, dropping into it, cut the line that held it under the lee quarter, and in another moment were

SWEEPED FAR TO LEeward

by the running seas. Seaman Arthur died in the arms of Captain Maxwell that night, and to relieve the overloaded raft his body was dropped into the sea.

The gale continued, and the men held on with enfeebled strength until Sunday, when the storm abated. The day also brought a ray of hope in the shape of a distant sail, but it passed out of sight. The mind of the mate, E. A. Chase, became unbalanced as he saw the sail disappear, and rising from his cramped position on the raft he flung himself in the sea. The next victim was Captain Maxwell, who on the Monday forenoon became violently insane. He had illusions that his father was coming in a boat to rescue him, and then, as if directing the boat alongside, he

STEEPED INTO THE SEA.

The spectacle of two men throwing themselves into the sea proved too much for the engineer, and a few hours after Captain Maxwell's death the raft was lightened for the fourth time, when the crazed engineer jumped into the waves. The last victim was the steward, who died on the raft late on Monday night and whose body was dropped overboard by the two remaining seamen. Relief came twelve hours later, when the schooner bound for Boston sighted the raft and hove alongside.

Both Thomas and Warner had to be taken off in slings, and for two days they were unable to move. The rescue took place off Cape Lookout, in latitude 33-10 and longitude 76-30.

## PARTNERSHIPS REGISTRATION.

SINGAPORE CHAMBER OF COMMERCE. CRITICIZED.

We take the following editorial comments from the *Singapore Free Press* of 20th ult.:—

"We do not think that it can be a matter for other than sincere regret, that the Chamber of Commerce yesterday afternoon passed a vote opposing the Registration of Partnerships Bill, now before Council. It may perhaps be noted, before making any further remarks, that little weight can be attached to the resolution in any case, since less than half the firms who are members of the Chamber voted on that resolution, but at the same time it is a matter for regret to our mind, that the attitude of opposition has been fathered by men to whom we are accustomed to look for a far broader view on matters of general policy, than is represented by yesterday's discussion. We now know that the majority of the Committee opposed the Bill on the principle, and not on the details, and in so doing we are convinced they have acted in error. It is perhaps rather wearying to go back over the history of the Bill, but we do not think it would be wrong to state that the principle of the Bill was first suggested, and subsequently confirmed, by the Chamber itself although it has on the other hand several times opposed details. The Chamber now goes back absolutely on the principle. There were two main speeches delivered, those of Mr. Shelford against the Bill, and of the Hon. G. S. Murray in favour of the principle. In regard to the others who spoke against, we are bound to record a feeling of decided distaste for the remarks of Mr. Barker. The tone of his speech is bound to lower the estimation of Government in the eyes of the natives here,

As Englishmen we are able to value the remarks for what they are worth and laugh at them, but the native traders will accept them as the serious views of a merchant with whom they are accustomed to do business, and they may do untold harm. Making such statement as "The Government is always wanting to put its finger into the mercantile pot, and they ought to learn to keep their hands off," destroys all the value of the speech, and is not a method to be applauded. The Hon. W. P. Waddell, Mr. Ewald and Mr. MacArthur all supported the resolution in temperate language. Mr. Shelford made a good fighting speech from the point of view of a section of the mercantile class, and the Hon. G. S. Murray replied on grounds of much wider scope.

It is difficult to do otherwise than hold to the opinion that this is essentially a matter on which the community should take a broad view. It is possible the measure, even if amended, may cause some hardship on merchants, though we believe that could be avoided, but the Bill is sound in principle as a good law, and merchants who oppose it cannot be cleared from the charge of selfishness. They look at this Bill entirely from their own point of view. This may be excellent policy in their eyes, but it might be worth remarking that the merchants do not constitute either Singapore or the Colony, and the Empire would not severely suffer if they did not exist. The opponents have run away with the idea that because they are perhaps the best class to offer expert advice on the details of the Bill, they are necessarily the best class to judge of its general effect on the life of the Colony. In this we hold them wrong, and we resolutely support the Hon. G. S. Murray and the Penang Chamber in the idea that the Bill is one of absolutely sound principle which is bound to have a beneficial action on the commercial life of the Colony. In the speeches made yesterday, the Official Assignee became a sort of King Charles's head, the speakers could not get away from the title. The Assignee has, as in duty bound, recorded time after time his opinion that registration would be a good thing, but his opinion in this matter is quite secondary, and we take it has not inspired Government to introduce the Bill.

We repeat the Chamber have from time to time approved the principle of the Bill; Government officials have supported the principle, Penang Chamber of Commerce has declared itself in favour almost unanimously, a large body of public opinion outside the merchants is in favour of it, and of the fifty odd members of the Singapore Chamber nineteen only could be found to vote against it. Can it be truly said that there is in the Colony an opposing public opinion of anything like the same weight as that in favour?

## COMMERCIAL.

SHARE LIST. 3.30 p.m.

Following are the alterations notified by Messrs. Benjamin, Kelly and Potts to-day:—  
Hongkong Banks ... .. \$88 1/2 b.  
China Traders ... .. 87 b.  
Ewo Cotton ... .. Tls. 42

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 2 1/16  
Do demand ..... 2 0 11/16  
Do 4 months' sight ..... 2 1  
France—Bank T.T. .... 2 5/8  
America—Bank T.T. .... 4 9/16  
Germany—Bank T.T. .... 2 0 1/2  
India T.T. .... 15 1/2  
Shanghai—Bank T.T. .... 7 1/8  
Singapore T.T. .... 8 1/8  
Japan—Bank T.T. .... 99 1/2  
Yokohama—Bank T.T. .... 123 1/2  
Buying.  
4 months' sight L/C ..... 2 1/8  
3 months' sight L/C ..... 2 1/8  
30 days' sight San Francisco & New York ..... 5 1/8  
4 months' sight do ..... 5 1/8  
30 days' sight Sydney and Melbourne ..... 2 1/8  
4 months' sight France ..... 2 5/8  
6 months' sight do ..... 2 5/8  
4 months' sight Germany ..... 2 1/8  
Bar Silver ..... 30 1/16  
Bank of England rate ..... 4 1/2  
Sovereign ..... 9 8/16

## To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 24th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd January, 1906. [79]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"CALEDONIAN," Captain —, will be despatched as above, on or about TUESDAY, the 9th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 3rd January, 1906. [80]

## To-day's Advertisements.

PUBLIC LECTURE.

MR. OLIVER BAINBRIDGE, F.S.A., F.R.G.S., has kindly consented to deliver a Lecture on "NATIVE LIFE AND CUSTOMS IN SOUTHERN SEAS," at the St. Andrew's Hall, City Hall.

TO-MORROW, (THURSDAY), the 4th January, 1906, commencing punctually at 5 p.m. His Excellency the Governor will kindly take the chair.

The public are invited. H. E. POLL CK, Hon. Secretary, Hongkong Old Volumes Society, Hongkong, 3rd January, 1906. [82]

## NOTICE.

MR. GEORGE ARTHUR RICHARDSON was admitted a PARTNER in our Firm on the 1st instant.

BRADLEY AND COMPANY, Swatow, Hongkong, Shanghai, Hongkong, 3rd January, 1906. [83]

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

## "THE NEW BOY."

A Farcical Play in 3 Acts, By ARTHUR LAW, will be produced on FRIDAY, 12th January, 1906.

SATURDAY, 13th " " " " MONDAY, 15th " " " "

Prices ... .. \$1, \$2 and \$3. Sailors and Soldiers in uniform half-price to Pit Stalls and P.t. Booking Office at ROBINSON PIANO CO. Open on and after MONDAY, 8th January, from 10 A.M. to 4.30 P.M. each day. M. S. NORTHCOTE, Business Manager, Hongkong, 3rd January, 1906. [84]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

SATURDAY, the 6th January, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

SUNDAY HOUSEHOLD FURNITURE, Comprising:—

NEW DOUBLE BRASS BEDSTEADS, a quantity of CANTON BLACKWOOD WARE, CARPET, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, TEAKWOOD EXTENSION DINING TABLE, VIENNA CHAIRS, E.P. GLASS and CROCKERY WARE, &c., &c., &c.; ALSO

An Assortment of ENGRAVINGS, AND One EADIE FREE WHEEL and COASTER BRAKE, GENT'S BICYCLE with BELL, LAMP and PUMP complete and in very good condition. Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 3rd January, 1906. [85]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"RHENANIA," Captain Föck, will be despatched for the above Ports, on FRIDAY, the 5th January, at Noon. The Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor and Stewardesses.

HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 3rd January, 1906. [86]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &amp;c.

THE Company's Steamship

"INDRAMAYO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Agents, Hongkong, 3rd January, 1906. [87]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 5th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 3rd January, 1906. [88]

## Intimations.

## Special Opportunity

AT THE

## ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM A PIANO IF IT IS A MERE ARTICLE OF FURNITURE OR AN INDIFFERENT MUSICAL INSTRUMENT.

ATTACH AN

## APOLLO PIANOLA

AND ALL MUSIC IS AT YOUR COMMAND.

A CONCERT OR DANCE PROGRAMME AT A MOMENT'S NOTICE.

\$290 UPWARDS.

HIRE OR PURCHASE SYSTEM.

## RACHALS' PIANOS

\$550, formerly \$670.

## JUST UNPACKED

IN NEW STORE.

## BECHSTEIN STEINWAY

KRAUSS,

HAAKE,

RACHALS,

WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 15th December, 1905. [89]

Trade Mark

TELEPHONE No. 135.

THE

## DISTILLERS' COMPANY LIMITED,

Edinburgh, Glasgow,

London.

GINS

PER

DOZEN

\$8.00

Old Tom and Dry.

SOLE AGENTS—

H. PRICE &amp; CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th December, 1905. [90]



## TELEGRAMS

(Reuter's.)

## The Revolution in Russia.

LONDON, 1st January.

The collapse in Moscow has had an immediate effect in St. Petersburg, where work was resumed yesterday.

The Government is confident that the back of the revolution is broken with the collapse in Moscow.

## Strike Suspended.

Later.

The council of workmen in St. Petersburg has decided to suspend the strike, and to organise a general insurrection, and in the meanwhile to initiate a reign of terror.

The Government has responded by a declaration that it will repress preparations for a revolt with the utmost rigour.

## ANARCHY AT IRKUTSK.

The St. Petersburg newspapers present a terrible picture of the Siberian railway to Cheliabinsk. All the authorities have disappeared, and the soldiers and sailors have pillaged all the stations; complete anarchy reigns at Irkutsk, and military trains are proceeding without orders from the authorities.

The Russian Government, recognising that the subjugation of the Baltic provinces is a most formidable task, is preparing a winter campaign on a large scale, and troops are already entering Courland on four sides.

## German Diplomatic Appointments in the Far East.

It is announced in Berlin that the German Ministers in Peking and Tokio will exchange places.

## Germany.

Later.

Lieutenant Von Moltke, a nephew of the Commander in the Franco-German war, has been appointed Chief German General of the Staff, in place of General Count de Schlieffen, retired.

## SOLDIERS' CLUB FOOTBALL CHALLENGE SHIELD.

The following are the days and hours fixed for the ties of the first round Soldiers' Club Football Challenge Shield:

Thursday, 4th instant, H.M.S. *Sutley* v. H.M.S. *Tamar*, Naval Ground, 4.15 p.m.  
Friday, 5th instant, R.A. v. H.M.S. *Diadem*, Military Ground, 3.30 p.m.  
Saturday, 6th instant, R.E. v. Army Staff, Military Ground, 3.30 p.m.  
Saturday, 6th instant, Naval Yard v. 2nd R.W.K. Regt., Military Ground, 4 p.m.

## THE CONCLUSION OF PEACE.

SCENE AT THE EXCHANGE OF RATIFICATIONS.

A Washington despatch of November 25th, to Canadian papers, gives the following account of the final scene in connection with the restoration of peace between Russia and Japan:

Without formality the final chapter in the bloody war between Russia and Japan was enacted in the diplomatic room of the State Department, when, at five minutes past 5 o'clock, Baron Rosen, the Russian Ambassador, and Mr. Takahira, the Japanese Minister, on behalf of their respective sovereigns, exchanged ratifications of the Treaty of Portsmouth, which was signed September 5th last. The only witnesses were Prince Kudachoff, the Secretary of the Russian Ambassador, who was with him at Tokyo when the war began, and again served as one of the official secretaries throughout the Peace Conference at Portsmouth, and Mr. Hioki, the First Secretary of the Japanese Legation. Five minutes before 4 o'clock Baron Rosen reached the Department, accompanied by Prince Kudachoff, bearing the ratification of Emperor Nicholas. Three minutes later Mr. Takahira arrived, and Mr. Hioki who carried the ratification of Emperor Mutsuhito.

The first in the ante-room of the diplomatic reception room, where they shook hands cordially, and then passed into the offices of the Second Assistant Secretary of State, Mr. Adee, to whom they paid their respects, thence going into the diplomatic room. Seated about the long table, Baron Rosen and Mr. Takahira at once set to work signing the protocol of the ratifications in duplicate. While Baron Rosen was signing the Russian and French translations of the Russian ratification, Mr. Takahira was affixing his signature to the Japanese and English copies. Mr. Takahira signed with the pen he used in signing the Treaty at Portsmouth. Baron Rosen used one he found on the table, especially placed there by Mr. Adee's messenger. This pen is known as an "Old Glory" pen, the handle being painted red, white and blue. Mr. Takahira preserved his pen; that used by Baron Rosen was left in the diplomatic room. Their work done, Baron Rosen and Mr. Takahira again shook hands and left the Department. The exchange of ratifications was a formality, the treaty having become effective the day it was ratified by the Russian and Japanese Emperors.

## THE WEATHER.

The following report is from Mr. F. G. Fisk, First Assistant of the Hongkong Observatory:—  
On the 3rd at 10 a.m. The barometer has risen over N. China and Japan, and fallen over S. China and the Philippines. The pressure remains high over the N.E. coast, and the high pressure area still lies over China to the North of the Yangtze River. A strong monsoon may be expected in the Formosa Channel and the coast of the China Sea.

## HONGKONG PONIES

ARRIVAL OF "CRACKER."

When it was learnt that only fifty-two subscription griffins were subscribed for this year people—other than the so-called sportsmen—murmured something about the "poor" race meeting that was to come, the tightness of money and last, but not the least, that the Colony lacked the sporting enthusiasts that kept the track lively in years gone by.

Speaking to a "sport" one afternoon, about a week ago on this subject, he candidly informed our representative that the sporting community looked forward with great keenness to the forthcoming race meeting. He, however, mentioned that there are "budding" sports who subscribed for a griffin one year and because the animal is not placed or tarry off a race do not subscribe the following year.

This morning the Indo-China steamer *Hong Sang* arrived here and was moored alongside her wharf at West Point. Seventeen racing ponies, all for private owners, were quartered on the after part of the ship. Following were the arrivals:—

A skewball Derby griffin, which, according to open gossip, has cost quite a little fortune, is consigned to Mr. W. A. Cruickshank.

Diamond King, a grey pony, for Jardine's.

The well-known ponies Alaska and Norman, the four Derby griffins, for Mr. Geo. Potts.

Mr. H. N. G. has four Derby griffins and the old Hong Kong ponies, Coronet Rose, La France Rose, Marshal Niel Rose, The Peacemaker, and Sunbeam.

We hear on good authority that the veteran jockey, "Chuck" Hurkill, will be here after the Chinese New Year to take part in the race meeting for Geo. Potts stable.

The well-known Chinese horse dealer, Achow, of Shanghai, arrived by the *Hong Sang*, being in charge of some of the ponies. He is an authority on China ponies and each year travels up to the breeding camp in Mongolia to select ponies for the races.

## ADMIRAL TOGO'S FAREWELL TO HIS FLEET.

"TIGHTEN YOUR HELMET STRINGS WHEN THE BATTLE HAS BEEN WON."

In connection with the dissolution of the United Fleet, Admiral Togo addressed a lengthy message of thanks and exhortation to the officers and men. In the course of this communication he urges the Navy to remember that its duties are in no way less important now that the Fleet has separated. In order, he says, to make secure the position of the Empire, it is necessary to be always prepared for the worst. In this connection, the Admiral points to the Battle of the Japan Sea as a proof that victory depends rather upon the quick and disciplined of the personnel than upon the strength of armaments. He proceeds to contend that Japan's prospects of triumphing in any hostilities which may occur in the future rest upon the preparation which are made in time of peace, and appeals to the Navy to turn the experience gained in the war to account in improving the Japanese fleet, and thus enhancing the status of the Empire. In conclusion, Admiral Togo urges the officers and men to bear in mind the old Japanese saying "Katte Kabuto no O Wo Shimeyo" (Draw tighter the string of your helmet when victory has been secured.)

## THE RISE IN SILVER.

Washington, November 30th.

The promptness with which the Insular Government has met the situation created by the rapid advance in the price of silver has attracted the favourable attention of financiers throughout the world. Uneasiness has been put at rest as a result of the prohibition of the exportation of the silver peso and renewed confidence in the stability of Philippine securities is reflected by the quotations on their issues.

It is believed in Washington that the price of silver will continue to advance not alone because of the increased demand for the metal throughout the world, but because of the depreciation of gold.

Mr. J. Selwin Tait, manager of the Washington branch of the International Banking Corporation, fiscal agents for the islands, in commenting upon the move, said last night:

The price of silver to-day is 29 11-16 pence an ounce. This, with exchange at 4.86 1-2, makes an ounce of silver worth 65 8-10 cents. When silver is worth 64 1-10 cents an ounce in New York, the intrinsic and face value of the Philippine peso are identical. At the present price of silver it would pay to export the Philippine peso and melt and sell it as bullion. This will explain the prompt action of the Philippine Commission in passing a measure to prohibit the exportation of the silver.

"In my opinion, there are no more prompt and capable men to be found anywhere than those responsible for the conduct of insular affairs, both here and in the Philippines; and they can be relied upon to handle the situation to the best advantage."

"The effect of this action may not be felt in the Philippines alone." It concerns the money market of the world. For instance, Mexico, which has ten times as much silver as the Philippines, practically is on the same basis. A similar demand may, therefore, be made on Mexican money, and the same stringency in the currency of that country may be threatened. Panama is not on the same basis and will not be troubled by any abnormal demand for its coinage. The Philippine dollar contains 416 grains, 9-10 fine, and the Panama dollar contains only 385 8-10 grains, 9-10 fine. The value of the Panama coin would have to go up a cent an ounce before the danger of exportation of coin would be great in that country.

Several times have been suggested for the approaching price of silver in the Philippines and the demand for it. It has been suggested

that the excessive use of silver in the fine arts is causing the exportation, and also the moving of troops in Manchuria.

"I do not think there is anything in the fine arts theory. There may be something in the Manchuria suggestion, because there is little currency there. The discussed placing of China among the nations having a silver coinage of their own may have something to do with it also, because of the great demand for silver that would ensue."

"But I think the most potent cause is the extraordinary output of gold, which causes a depreciation in that metal and a corresponding appreciation in the price of silver to rise, but also the prices of other commodities as well. The balance will be adjusted probably by the opening up of the old silver mines again, bringing about a vast output of that metal also."

## TERRIBLE TALE OF THE SEA.

SEVEN MEN ON A RAFT.

TWO SURVIVORS.

The White Star steamer *Baltic*, from New York, which arrived at London on October 27, brought a most distressing tale of shipwreck told by the two survivors of the crew of eight persons of the schooner *Van Name King*, who were picked up by the schooner *S. F. Kelly* after having lived through five days of fearful suffering on a raft. During that time they had witnessed the deaths of their shipmates, some being washed away by the seas, some dying of exposure, and some going mad, and hurling themselves into the sea.

According to the story of the survivors the *Van Name King* on which they had shipped as seamen set out, from Charleston on October 1, with hard pine, bound for New York. She encountered a gale two days later, and within a few hours it had carried away the canvas, flooded the hold, and choked the pumps. The men passed the night

lashed to the rigging, the bulwarks, and the top of the deck-house. The long night passed, and next morning found the schooner on her beam ends. The crew took refuge on the weather rail, and held on as best they could. The storm increased in fury as night came on again, and one great wave crashed aboard, breaking both legs of a seaman named Arbur, and sweeping another named Grizell into the sea.

It was apparent that the wreck would soon become untenable, and the half-starved, almost exhausted, crew set about fashioning a raft. They took the top of the deck-house, buoyed it with timbers from the cargo, launched it, and, dropping into it, cut the line that held it under the lee quarter, and in another moment were

by the running seas. Seaman Arthur died in the arms of Captain Maxwell that night, and to relieve the overloaded raft his body was dropped into the sea.

The gale continued, and the men held on with enfeebled strength until Sunday, when the storm abated. The day also brought a ray of hope in the shape of a distant sail, but it passed out of sight. The mind of the mate, E. A. Chase, became unhinged as he saw the sail disappear, and rising from his cramped position on the raft he flung himself in the sea. The next victim was Captain Maxwell, who on the Monday forenoon became violently insane. He had illusions that his father was coming in a boat to rescue him, and then, as if directing the boat alongside, he

stepped into the sea.

The spectacle of two men throwing themselves into the sea proved too much for the engineer, and a few hours after Captain Maxwell's death the raft was lightened for the fourth time, when the crazed engineer jumped into the waves. The last victim was the steward, who died on the raft late on Monday night and whose body was dropped overboard by the two remaining seamen. Relief came twelve hours later, when the schooner bound for Boston sighted the raft and hove alongside.

Both Thomas and Warner had to be taken off in slings, and for two days they were unable to move. The rescue took place off Cape Lookout, in latitude 33.10 and longitude 76.30.

## PARTNERSHIPS REGISTRATION.

SINGAPORE CHAMBER OF COMMERCE CRITICIZED.

We take the following editorial comments from the *Singapore Free Press* of 28th ult.:

"We do not think that it can be a matter for other than sincere regret, that the Chamber of Commerce yesterday afternoon passed a vote opposing the Registration of Partnerships Bill, now before Council. It may perhaps be noted, before making any further remarks, that little weight can be attached to the resolution in any case, since less than half the firms who are members of the Chamber voted on that resolution, but at the same time it is a matter for regret to our mind, that the attitude of opposition has been fostered by men to whom we are accustomed to look for a far broader view on matters of general policy, than is represented by yesterday's discussion. We now know that the majority of the Committee opposed the Bill on the principle, and not on the details, and in so doing we are convinced they have acted in error. It is perhaps rather wearying to go back over the history of the Bill, but we do not think it would be wrong to state that the principle of the Bill was first suggested, and subsequently confirmed, by the Chamber itself although it has on the other hand several times opposed details. The Chamber now goes back absolutely on the principle. There were two main speeches delivered, those of Mr. Stelfox against the Bill, and of the Hon. G. S. Murray in favour of the principle. In regard to the other speeches, we are not in a position to record, as we have not had the opportunity of reading them. It is, however, a matter for regret, that the Chamber should have taken this attitude of opposition to the Bill, and that it should have done so on the principle, and not on the details, and in so doing we are convinced they have acted in error. 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It is perhaps rather wearying to go back over the history of the Bill, but we do not think it would be wrong to state that the principle of the Bill was first suggested, and subsequently confirmed, by the Chamber



## Shipping—Steamers

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"SAINT BEDE"	4th January.
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"OPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

## HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
* GENOA, MARSEILLES & LONDON	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	16th February.
* GENOA, MARSEILLES & LONDON	"PATROCLOS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

## TRANS PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.

## WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd January, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHANGCHOW"†	5th January.
CHEFOO	"SHANSHI"	5th "
SHANGHAI	"HANYANG"†	5th "
MANILA	"TAMING"*	9th "
YOKOHAMA and KOBE	"TAIYUAN"	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"†	16th "

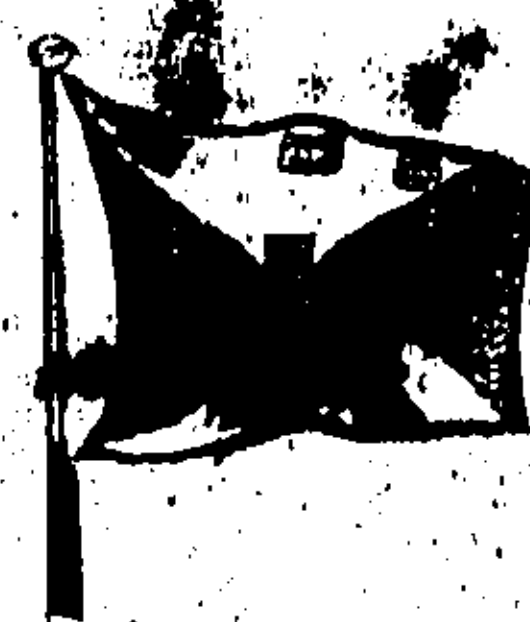
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd January, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon midships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

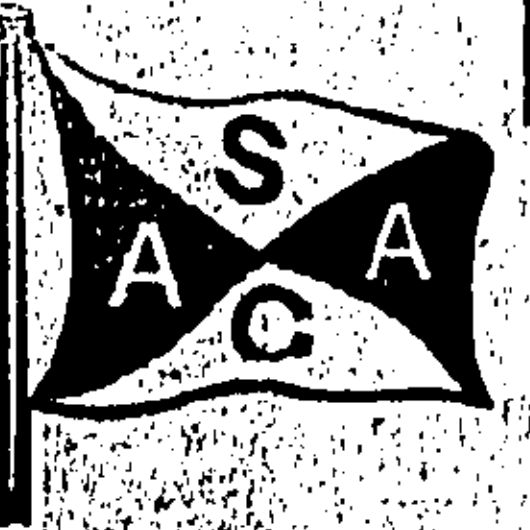
CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 6th Jan.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th Jan.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 30th December, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Tonn.	Captain	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 6th Jan.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th Jan.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 23rd December, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

## KOWLOON HOTEL

KOWLOON

## Shipping—Steamers

## HONGKONG—MACAO LINE.

S.S. "WING CHAI"  
Captain T. Austin, R.N.

THIS Steamer departs from Hongkong on  
Week Days at 9 A.M. and on Sundays  
at 8.30 A.M. Departure from Macao on Week  
Days at 2.30 P.M. and on Sundays at 1.30 P.M.  
If tide permits.  
FARES.—Week Days, 1st Class, including  
Cable and servant, Single, \$3; Return Ticket,  
\$5; and Class, \$1; 2nd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates.—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single,  
50 cents; Return, 10 cents; Steamer to coast,  
Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.  
On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

SAM WANG CO.,  
Hongkong, 2nd January, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tonn Captain  
"KWONG CHOW" 1,300 T. R. MEAD.  
"KWONG TUNG" 1,328 H. W. WALKER.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.

Passage Fare—Single Journey \$4  
Meals \$1 each.  
The Company's Wharf is a short distance  
West of the Harbour Master's Office.  
SHUI ON S.S. CO., LD.,  
YUEN ON S.S. CO., LD.,  
No. 5, Queen's Road West.  
Hongkong, 23rd August, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HINSANG"	THURSDAY, 4th Jan., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 5th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"JAWANSANG"	SATURDAY, 6th Jan., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.  
\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd January, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tonn	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.
"ARABIA"	4,483	Meisenstein	January 14th, "
"ARAGONIA"	5,198	Ernst	January 21st, "
"NICOMEDIA"	4,370	Wagemann	January 28th, "

The S.S. "Numantia" arrived at Yokohama on the 1st instant.  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND  
ANTWERP

THE Steamship  
"GLEN TURRET"  
Captain R. Webster, will be despatched as above  
on or about TUESDAY, the 16th January.

For Freight or Passage, apply to  
MCGREGOR BROS. & CO.,  
Agents.  
Hongkong, 28th December, 1905. [1905—C]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR  
MARSEILLES, HAVRE, ANTWERP  
(DIRECT).

Taking Cargo to LONDON with prompt trans-  
shipment at Marseilles.  
Calling at MANILA, SINGAPORE, PENANG and  
COLOMBO.

THE Company's Steamship  
"KOUANG-SI"  
Captain R. Webster, will be despatched as above  
on or about the 14th January, 1906.

This Steamer has Accommodation for Pass-  
engers and carries a fully qualified Doctor.  
For information as to Freight and Passage, apply  
to the Agents, MCGREGOR BROS. & CO.,  
Agents, Hongkong.

For Freight and further information, apply to  
MCGREGOR BROS. & CO.,  
Agents, Hongkong.

For Freight and further information, apply to  
MCGREGOR BROS. & CO.,  
Agents, Hongkong.

## Shipping—Steamers

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tonn.	Captain.	Sailing.
Shawmut	3,606	E. V. Roberts	23rd Jan.
Tyada	3,715	Geo. Wright	—
Tremont	3,608	T. W. Garlick	—
Lyra	4,417	G. V. Williams	—

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED  
General Agents.

Queen's Buildings,  
Hongkong, 29th December, 1905. [12]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ATHOLL"	12th January.
"PATHAN"	23rd January.
"ST. GEORGE"	to follow.

For Freight and further information, apply  
to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 2nd January, 1906.

## Consignees

## NOTICE TO CONSIGNEES.

THE P. & O. S.S. Co. Steamers  
"OCEANA"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessels are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo—  
From London, &c., as S.S. India.  
From Australia, &c., as S.S. Marmora.  
From Calcutta, &c., as S.S. Calcutta.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.

Goods not cleared by the 4th proximo, at  
P.M., will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee,  
and the Company's representative, and ap-  
pointed hour.

All Claims must be presented within  
days of the steamer's arrival here and  
date they cannot be recognised.

No Claims will be admitted after Goods  
have left the Godowns.

E. A. HAWKETT,  
Superintendent.  
Hongkong, 29th December, 1905. [14]

FROM HAMBURG, BREMEN, ROTTER-  
DAM, PENANG AND SINGAPORE.

## THE H. A. L. Steamship

"ALEXIA,"  
Captain Lining, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the 11th inst. and to take  
immediate delivery of their goods from  
alongside.

Optional Cargo will be landed here unless  
notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at  
Consignees' risk and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 7th January, 1906, at 3 P.M.  
No Fire Insurance has been effected.

HAMBURG AMERIKA LINIE,  
Hamburg Office.  
Hongkong, 30th December, 1905. [130]—C

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON  
AND STRAITS.

THE Steamship  
"MONMOUTHSHIRE,"  
Captain G. E. Warner, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon and stored at Consignees'  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd proximo will be sub-  
ject to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 3rd proximo, at 2.30 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 28th December, 1905. [1295]—B

BROTHERS STEAM NAVIGATION  
COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

THE Company's Steamship  
"ZIBENGHIA,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. FRIDAY, the 29th inst.,  
will be landed at Consignees' risk and expense.  
This Vessel brings on Cargo—ex Gwalior  
and Tara, from Madras and Pondicherry.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 28th December, 1905. [1301]—C

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE  
for any DEBTS contracted by the CAPTAIN  
or the CREW, or the following vessel whilst he  
was in Hongkong Harbour.

"CELTIC CHIEF," British ship, Captain John  
Jones—Standard Oil Co.

THE HONGKONG TELEGRAPH

OFFICE

## Information

## THE HONGKONG TELEGRAPH

11, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China.  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India, and the Far East—  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail.  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America, for the purpose of obtaining news of  
local occurrences, and of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement when  
any effective style of type will be adopted.

This standard runs exactly eight lines to the  
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged as usual con-  
sidered.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions and  
PROGRAMMES

PAMPHLETS

CARDS

CIRCULARS

LETTERS

ALL job printing is done under personal  
supervision, well turned out, free from error,  
and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE

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CONTRACT AD







